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THE HONGKONG DISPENSARY.

[31]

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th August, 1903.

It was a very interesting ceremony on Monday afternoon when H.E. the Governor formally handed back to the care of the Sanitary Board the block of tenement houses which some three months ago were given over to him in order that he might make the experiment whether he could get the Chinese to help themselves and assist in sanitary measures. It was evident from the words uttered on Monday that no little measure of success was attained, and that the effect produced on the 7,700 tenement dwellers in Second and Third Streets was one which cannot fail to be beneficial, provided that it became duly published abroad. Sir HENRY BLAKE spoke of the experiment as showing that the Chinese people are not apathetic and that they are ready to help when it is explained to them that their help is necessary in carrying out the ordinary work of sanitation for the people. It must of course be remembered that in the present experiment the Chinese were doubtless spurred on by the idea that they were working in co-operation with His Excellency and that the glamour of the Sanitary Board is not likely to be so great. Still we do not in any way wish to depreciate Chinese public spirit in Hongkong, for it has proved itself time after time. We shall look forward to a continuance of the effort made this year, in the hope that sincerely less enthusiasm will be shown by the Chinese who worked so well in the past plague season. On the part of the Sanitary Board what is demanded is as much as possible of that sympathy which was shown to the inhabitants of Second and Third Streets in the recent experiment. Not all the favourable circumstances can be present another time, but there is no reason why the

most essential should not. The encouragement and facilities for keeping clean the bed-boards and other furniture and the provisions of a certain number of baths are not beyond the power of the Sanitary Board. The organization of a street *kaifong*, or committee, seems to have been the happiest feature of the late experiment. Whether this system could be extended with advantage, we do not know. It is one which peculiarly suits the Chinese, and it enables the authorities to use the more enlightened men to instruct the more ignorant. Ignorance on the side of the natives and too little sympathy on that of the authorities are the chief obstacles in the way of successful co-operation with a view to fighting plague. The authorities have lately made great efforts to mitigate the hardships involved by their crusades against disease and dirt. There are hopes that the densest clouds of ignorance around the poor natives may gradually be dissipated by seeking the aid of their better-instructed countrymen.

One of the enclosures among the "papers" relating to the investigation of malaria, etc., which we noticed recently in this column, is a summary of the researches of Drs. STEPHENS and CHRISTOPHERS into native malaria and malarial prophylaxis. We quoted the other day the way these experts said about the presence of malaria in native children. We wish here to draw attention to a paragraph in the summary following on that about native children. The two doctors state that the condition of extreme unhealthiness (for Europeans) found, *par excellence*, in West Africa is not determined by climate. The reason is largely to be found in the conditions under which Europeans at present live in Africa. "Even on general grounds it would be well to avoid native huts and hovels." When, however, we realise that "these huts are veritable hotbeds of malaria," it is evident that the very first sanitary law for Europeans in Africa is to avoid "their neighbourhood. It is, however, a striking, but most deplorable, feature that in Africa hardly ever do we find a European bungalow or dwelling-place built "with this end in view." A little later Drs. STEPHENS and CHRISTOPHERS say: "As a preliminary step to all other prophylactic measures, and as one likely more than any other to minimise European malaria, we therefore advocate 'Segregation from the Native'."

Our object in quoting the above was not to compare the malaria of Hongkong with that of the West coast of Africa, but to show what are admitted to be some grave dangers arising from the too close proximity of Europeans and natives. It is not only malaria which can be conveyed from native dwellings to European houses; it is not only mosquitoes which convey horrible diseases, but fleas, tugs, etc., as well. Are we then, as the Colony continues to expand, to see the future European residents forced to live with the native at their door, ready to infect them and their wives and children with deadly diseases to which they need never have been exposed but for the criminal apathy of past Governments? In other words, is Hongkong, and more particularly that part of it which is on the mainland, to be converted into a pestilential collection of blocks and hovels, where the European has no choice but to drag on his existence amid the squalors of an intimate native environment? We venture to prophesy that the whole question of Kowloon's future will depend on the provision or not of an adequate European quarter where those coming out from home will be able to live in health and peace.

Sir Ernest Satow, H.E.M.'s Minister at Peking, is due to arrive here to-morrow from Rangoon.

Three cases of plague (all Chinese, and all fatal) were reported during the two days ended at noon yesterday; one body was found in Gogo Street. During the week ended Saturday last there were 10 cases (1 European, 1 Filipino, 2 Indians, 6 Chinese) and 6 deaths (all Chinese). The year's total stands at 1,376.

H.M.S. *Rosario* arrived from Singapore yesterday morning. By the way, we notice that in a "Recent Naval Administration" in the July number of the *Monthly Review* says:—"The torpedo runner *Niger*, with her trial speed of 22½ knots, has a war-race. The 13½ knot sloop *Rosario* has practically none, to say nothing of the fact that she draws high 3 ft. more water than the efficient ship."

The *Penny Gazette's* Kuala Lumpur correspondent reports a regular invasion of that place by Penang Chinese, with the object of becoming spectators of a tiger and buffalo fight which they had been led to believe was to take place on the 22nd ult., and which turned out to be nothing but a hoax! Besides the annoyance of the visitors at finding themselves deceived, two of them have reason not to forgive the deception easily, as one has had the misfortune to have his pair of gold spectacles stolen from him, and the other a large diamond ring valued at about \$1,800.

It is stated that the Shana of Upper Burma are erecting a large bronze statue of the late Queen Victoria in the grounds of the British Consulate at Chingmai. Why in Siam?

On the night of the 19th ult. the premises of Mr. Graebler, goldsmith and jeweller, Bangkok, were entered by a thief or thieves. A safe was broken open, and gold and diamonds abstracted. The loss is said to be about \$9,000 ticals.

The *P. & T. Times* says that there was very nearly a repetition of the *Campdown-Victoria* disaster outside Weihaiwei early in July. The British Fleet was outside manoeuvring when the *Cressey* scraped the "Admiral's Walk" on the stern of the flagship.

A Calcutta despatch says:—"A dinner was given at Golligully Hall last night to commemorate the Calcutta commercial walking match. The craze has caught on dreadfully here. There is some talk of a ladies' fixture, details of which are yet dark." Dreadful!

An extraordinary general meeting of the Joleba Mining and Trading Co., Ltd., was held at the offices of Messrs. Syme and Co., Singapore, at noon, on the 23rd ult. Mr. W. M. Sims occupied the chair and there were present Messrs. Nathan, McNeil, Rouse, Downie, and about half a dozen others. Proceedings were very brief and it was decided to take all necessary steps for the liquidation of the concern without delay.

It is officially gazetted that the Japanese Government has consented to extend the application of the Anglo-Japanese treaty relating to the protection of property of deceased persons in both countries to the Australian colonies. Consent to the extension was sought by the British Government through its representative in Tokyo on the 8th May this year, and the matter was subsequently submitted to the Privy Council for consideration, where it was approved.

A sensational rumour published in Paris on the 28th June (and telegraphed out here), to the effect that the British forces in Somaliland had met with a disaster resulting in 39 officers being killed and 2,000 men taken prisoners, is explained by an interview, dated the 5th June, with a Somali native. This interview was reproduced in the newspaper *Djibouti*, which arrived at Marseilles on the 28th June. The story was at all events substantially the same as that circulated in Paris.

In the House of Commons on the 8th ult. Mr. Tully asked whether any negotiations had taken place with the Canadian Government with a view to making Galway the port of call for the new trans-Atlantic line of steamers subsidised by the Canadian Government; and, if so, in what position did these negotiations now stand? Mr. Austen Chamberlain replied: "No negotiations have taken place. I understand that the result of the tenders for a new trans-Atlantic service was not successful."

The following appointments have been made at the Admiralty:—Lieutenants—H. Edwards, to the *Admiral* (Lt); C. D. Carpendale, to the *Glory* (1st and 2nd); J. A. S. Blackwood, to the *Tamar* for the *Handy*; C. E. M. Law, to the *Vengeance*; H. Leigh to the *Argonaut*; S. D. Blair to the *Cressey*, reappointed on promotion, to date June 3; F. L. M. Bootby and K. N. Humphreys to the *Brantley*, additional, to date June 3; on recommissioning, unaltered, A. B. Hughes to the *Spartan* (N), to date July 1.

Capt. Robt. A. Bins, of the *Siam*, which arrived at Singapore from Shanghai on the 25th ult., reports that at 7 a.m. on the 22nd inst., while in Lat. 8 deg. 45' N. and Long. 108 deg. 52' E., he discovered a raft made of bamboo adrift with two men on it. The chief officer, Mr. R. F. Kernan, lowered a boat and picked them up. They were in a very exhausted condition, but revived on being administered restoratives. The men seemed to be fishermen and were landed at Palo Condore, a French penal settlement, on the arrival there of the vessel. The French authorities informed the Captain that the men were escaped convicts and that they would be shot the next morning! The Captain was thanked and the native crew rewarded with money.

While China is still without a regular coinage of her own, writes the *Times of India*, it seems impossible to picture her taking an effective part in an international currency arrangement. And for that reason we should like to see an arrangement come to on a more limited scale, rather than that practical action should be deferred until China is able to move into line with her neighbours. At any rate the appearance of the Straits Government an opportunity of attaining a solution of the problem which, whatever else might be said of it, would have the considerable recommendation that it avoided all the inconveniences attaching to isolated action.

On the 6th ult. the New York correspondent of the *London Times* wrote:—"St. Petersburg telegrams describe its officials as uneasy, first because of the news from the East, secondly because of the failure of Count Cassini either to win American approval of business proceedings or to detach the United States from England. Count Cassini, who sails to-morrow, issues a plaintive farewell to America for the present. He hopes that the 'torpedo' which has been disturbing public sentiment for several weeks will subside." He complains of anonymous letters and personal attacks on an innocent Ambassador, and ends by declaring that no decision to send the position is likely to be taken for two or three weeks. Everybody but Count Cassini knows that a decision was taken by the President and announced by Mr. Hay on June 24.

The Federal Conference at Kuala Lumpur opened on the 19th ult. with the reception of H. E. the High Commissioner (Sir Frank Swettenham) at the railway station.

On the 6th ult. the *Leviathan*, armoured cruiser, Capt. the Hon. W. G. Stopford, had her commissioning trial at Portsmouth before proceeding to the China Station.

A *Pioneer* (Allahabad) London message, dated July 22, says:—"The *Times* states it is understood that Lord Curzon will be given the option of a two years' extension of office as Viceroy of India."

King Peter of Serbia in a speech at a dinner at Belgrade on the 1st ult. had the opportunity to express his satisfaction that the agreement of the National Assembly with the wishes of the whole Serbian people had made an impression, and that Serbia to-day stood high in the esteem and respect of Europe!

The *Europa*, cruiser, Capt. B. N. Ommanney, returned to Portsmouth last month from her cruise to China with relief crews. She was not quite so economical in coal-consumption as her sister-ship, the *Spartiate*, Capt. A. G. Tate, but both ships were equally successful in realising their anticipated speeds on given horse-powers.

The *Times* Shanghai correspondent writes:—"In pursuance of Chang Chih-tung's advice, three small river gunboats will be built in Japan for the Nan-yang fleet similar to the one now under construction. It is intended that these shall take the place of the vessels condemned last year. Such expenditure, though under existing conditions it can serve no good purpose, is apparently necessary in order to maintain the dignity of the Viceroy."

A despatch dated Simla, July 23, says:—"The plague is now almost entirely confined to the Bombay Presidency and Mysore, which had, respectively, 1,817 and 270 deaths out of a total of 2,284 recorded in all India last week. Assam is now completely clear, the Punjab returns only 55 deaths, Bengal 29, the United Provinces one, Central India 21, Hyderabad twelve, and Coorg five." Another message of the same date says:—"The numbers under famine relief in the Central Provinces have fallen to 22,414."

The statement of the *Berliner Tageblatt* that M. Krushchew, editor of the Anti-Semitic journal *Bessarabyets* and *Znamya*, was enabled to present a copy of his Anti-Semitic book on Bessarabia to the Tsar, and in return received the Imperial thanks, attracted much attention in the Austro-Hungarian Press. The *Wiener Allgemeine Zeitung* devoted to the subject a leading article, in which it approved the suggestion that the Government of Serbia might well reply to the recent Russian communication on the subject of the Belgrade assassinations by a protest against the massacre of Kishineff. Russia is least of all States entitled to be the speaking-trumpet of the consciousness of the world.

The four American prisoners who escaped from the British Consular Gaol, Shanghai, were named Langford, Ward, Brown and Konkel. It will be remembered says the *Mercury*, that two of them escaped last Christmas Eve, but were recaptured within 24 hours, asleep in a pavilion in the Recreation Ground. Langford, a negro, who, it is believed, again planned the whole affair, managed in some way to secure a screw-driver or some similar instrument and by thrusting his hand out through the bars of his cell he unscrewed the lock of the door, after which he proceeded to do the same to the cells of the others. They confined their attention next to the Chinese warder, whom they bound and gagged. One of the men said "let's kill him," but the others prevented him from carrying out his purpose. After securing the warder's keys they made a raid on a box containing clothing with which they fitted themselves out, they also took away a bag containing a small amount of money. Reaching the prison yard they found some ropes and a ladder handy for their purpose and with these they got over the wall and found themselves at liberty.

BOXING AT THE CITY HALL.

A twenty-round glove contest is advertised to be fought at the City Hall on Saturday evening next between Jack Grace and Sam Newman, for a side bet of \$500 and gate receipts. The match gives full promise of being a good one. Other exhibitions will also take place.

FIRE ON THE "KAWACHI MARU."

Mr. T. S. Takayanagi, acting manager of the Nippon Yusen Kaisha, announces that telegraphic information has been received that the Company's s.s. *Kawachi Maru*, which left Hongkong on the 27th June last for London and ports, had an outbreak of fire occurring at sea in No. 4 hold, and she put in at Messina, from which port she was to have sailed on the 1st inst.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Caledonia*, with the next French mail, left Singapore on the 3rd inst., at 1 p.m., for this port via Saigon.

The P. & O. steamer *Sunamula* left Singapore for this port on the 1st inst., at 5 a.m.

The Indo-China steamer *Leuang* left Calcutta for this port, via the Straits, on the 1st inst., and may be expected here on the 17th inst.

The N.Y.K. steamer *Sauiki Maru* (European Line) left Shanghai for this port on the 3rd inst., at 9 p.m., and is expected here to-morrow.

The C.N. steamer *Tziman* left Kobe for this port on the 2nd inst., p.m., and is expected here on the 8th inst.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Kobe via Moji for this port on the 2nd inst., p.m., and is expected here on the 9th inst.

TELEGRAMS.

REUTER'S SERVICE.

THE ROYAL VISIT TO IRELAND.

LONDON, 2nd August.

Their Majesties the King and Queen met with a most enthusiastic reception at Cork, the Lord Mayor and Corporation participating. The King presented colours to two Irish regiments, and addressed them in felicitous terms, the ceremony being witnessed by a tremendous cheering crowd. Replying to an address wherein references were made to the Irish Land Bill, His Majesty said that he hoped for an equitable settlement of this long-standing controversy, and that it would contribute powerfully to the contentment and prosperity of his Irish people. But good laws alone would not suffice; there must be a better industrial training of the young, and a spirit of co-operation among all classes. Their Majesties afterwards embarked on the royal yacht and sailed for Cobles.

It is admitted everywhere in Ireland that the King's sympathy and interest has produced a change of feeling which no legislation could possibly have effected.

NOTES FROM THE NEW TERRITORY.

3rd August.

The heat has been great during the past four days. As high a temperature as 95 was recorded on the frontier.

The *litchi* crop has been an exceptionally good one this year all over San On, including the New Territory. Pine-apples are being exported in immense quantities from the Sham Chun and Lee Long districts, and are shipped in junks at Sham Chun for the Canton and Hongkong markets.

Lance-Sergeant (4) Lenehan has been transferred from San Tin Police Station to the Central, Vice L.S. (56) Wilson, from Central to San Tin.

Bad characters living on the Frontier are always a source of trouble to the New Territory police. Recently the Nam Tau magistrate, Chan Leong Kit (a Manchou), who has always been more or less friendly to the British Government, made an official raid on a number of the villages along the Frontier, in Chinese territory, and arrested a large number of these bad characters, who were taken to Nam Tau and disposed of according to their deserts.

THE THEATRE ROYAL.

When the Pollard Company open in the Theatre Royal on Monday next the public of Hongkong will have an opportunity of observing the improvement made in the building since it was closed at the end of last season. At a cost approaching \$3,500 the internal arrangements and accommodations have been improved upon in a manner that should tend to render the Theatre more comfortable for both players and spectators alike. To Mr. Brough for suggestions and to Mr. Bowley and Mr. E. W. Mitchell for supervising the work, the thanks of all are due. In the dress circle the four boxes at the sides have been taken away and the old wooden balustrade replaced by an iron one, in order to bring all the side seats into a better line of sight. This step will commend itself to all as a most sensible one, for from their extremely unfavourable position these chairs have hitherto simply been in the way. The slope of the seats generally has been rearranged so as to provide as good a view as possible, and, to better the acoustic properties of the hall, screens have been placed in position between the iron pillars. The floor of the stalls has been raised six inches, with the result that the stage can now be watched without one getting on one's feet when one's interest has been aroused to any unusual extent by the doings of the players. Alterations have also been made on the stage itself to bring the scenery up to modern requirements and make this vital part of the Theatre as perfect as may be. On the left-hand side, on a level with the stage, a box has been erected, and it adds to the attractiveness of the auditorium, which is now illuminated in its entirety by electricity.

TRANSFER OF PUBLICAN'S LICENCE.

A meeting of Justices of the Peace was held at the Magistracy yesterday afternoon to consider an application from O. Fromowitz for the transfer of his publican's licence to sell and retail intoxicating liquors on the premises situated at No. 1, Jubilee Street under the sign of "Colonial Hotel" to one Annette Papier. Mr. J. H. Kemp, Acting Police Magistrate, presided, and the other Justices present were Captain F. Lyons, Acting Captain Superintendent of Police; Mr. R. H. Craig, Assistant Superintendent of Victoria Goal; and Mr. C. D. Melbourne, Chief Clerk at the Magistracy. Mr. E. J. Crist, solicitor (Messrs. Wilkinson & Crist), appeared in support of the application, which was granted unanimously.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has fallen over N.E. Japan, risen elsewhere.
The typhoon is probably moving N.E. to the N.E. of Vladivostok.
Pressure is highest over the Pacific to the S. of Japan and over the S. part of the China Sea. Light and moderate S.E. and S. winds in the Formosa Channel and N. part of the China Sea. Forecast:—S.E. winds; light; showery.

THE ITALIAN CONVENT.

The ceremony of the annual distribution of prizes to the scholars of the Italian Convent on Monday afternoon last, was a most interesting one. As we have already intimated, H.E. Sir Henry Blake and Lady Blake presided, and amongst others present were the Right Rev. Bishop Piazzi, Roman Catholic Mission; Chevalier Z. Volpicelli, Italian Consul-General; and Madame Volpicelli; Sir John Keane, A.D.C. to H.E. the Governor; and Mr. E. A. Irving, Inspector of Schools, and Mrs. Irving.

An address by Miss C. BUNN was the first item on a nicely-arranged programme, and she delivered it in the following terms:—"Excellencies, ladies and gentlemen,—Our Reverend Mother Superior has honoured me by permitting me to speak on this occasion of joy to many of us, and to tender her deep feeling of genuine gratitude towards you all, who have had the great goodness to honour our distribution of prizes with your benevolent presence, which is a proof that you wish to see us virtuous and clever. Oh! do accept her sincere thanks, and ours also. I wish I could duly express to you her feelings and those of my companions and myself, but being unable to do so, surely your goodness will excuse my deficiency. Excellencies, ladies and gentlemen, I must be brief, because I am told that your time is precious. (Applause.)"

Then followed the presentation of the prizes, which was interspersed with musical numbers whose execution reflected all credit on the pupils and their instructors. At the close, Miss J. Bunnows said:—"Encouraged by gratitude, once more your benevolent attention is called. Excellencies, ladies and gentlemen, I know you will excuse us, because indulgence is a virtue which has its throne in every noble heart. The Reverend Mother Superior is very much obliged to you all. She thanks you very heartily, and assures you all that your goodness in honouring this occasion will always be remembered by her and by her community with gratitude. Excellencies, ladies and gentlemen, you have sacrificed your valuable time to honour our entertainment, and we all quite understand you have done so because you wish to see us love virtue and science. Oh! we crave our good God to bless you all for your goodness and to pour His blessings upon all those who are dear to you. (Applause.)"

The singing of the National Anthem by the scholars brought the proceedings to a close.

BELL'S ASBESTOS EASTERN AGENCY, LD.

The following is the eighth annual report of the above Agency:—

The directors herewith present to the shareholders the report and accounts, duly audited, to the 31st December, 1902, showing a profit of £201, 16s. 8d.

Of this sum the directors propose that an amount of £250 be set aside as amortisation on the debenture loan. This loan fell due in 1902, but has been renewed, at the same rate of interest, with a provision in the bond that the sum of £500 be paid off the capital amount on June 1st each year (the payment on June 1st, 1903, has been duly made), and that the Company surrender its exclusive rights in Japan. They also recommend that the sum of £51, 16s. 8d. be set aside as reserve against bad and doubtful debts, and that the sum of £100 be carried forward to next account.

The expenses and damages caused by the launch accident at Hongkong, referred to in the last report, have been discharged.

The directors are glad to announce that the business at both branches made progress during last year, and that all assets have been written down to an exchange of 1s. 8d. per dollar.

Mr. Harry Russell Preston retires by rotation, and, being eligible, offers himself for re-election. Mr. John Cooper, the Company's auditor, also retires, and offers himself for re-election.

PASSENGER ACCOMMODATION IN HONGKONG AND SINGAPORE.

The *Singapore Free Press* writes:—"A reference in a Hongkong paper to the new tramway there says that 'as to the cars, the service will comprise 26, of these 10 being for Europeans and 16 for natives.' This frightfully retrograde step is bound to attract the serious notice of the Straits Government, which by prompt and effective action, in the case of the Singapore-Kranji railway, has courageously erected a precedent for setting apart carriages 'for Chinese only,' and letting Europeans travel with the ruck. We think the local Government has a good ground of formal protest against a course of action so demoralising to the true Imperial principle, which, as everybody here is aware, consists in recognising the European as in all respects an Asiatic. It is not to be thought for a moment that the friendly relations existing between the Straits and Hongkong Governments will be broken off by anything like an ultimatum from Singapore, or the dispatch of the *Sole Bala* with orders to bombard Hongkong. But we shall be much mistaken, if just to indicate its sense of the impropriety of the tramway policy at Hongkong, the Straits Government does not go so far as to officially withdraw its subscription to the Hongkong Government *Gazette*. The inquiry of it! 'Ten cars for European and sixteen for natives.' The deliberation with which this offence is committed comes out in the structural arrangement of the cars. The 'for Europeans only' will carry 32 passengers and have the seats placed longwise, whilst those for natives will provide accommodation for 44 people, and have the seats running crosswise. 'Thirty-two,' and 'longwise,' 'forty-four,' and 'crosswise!' Our heart bleeds at this outrage upon the most sacred convictions of the Straits Settlements Government (Singapore-Kranji Railway Department).

HONGKONG, CANTON AND MACAO
STEAM-BOAT CO., LD.

ANNUAL MEETING.

The 7th ordinary half-yearly meeting of the Hongkong, Canton and Macao Steam-boat Co., Ltd., was held yesterday in the offices of the Company, 18, Bank Buildings. Hon. C. W. Dickson (Chairman) presided, and there were also present Messrs. F. A. Gomes, N. A. Siebs, E. Goetz, C. Michelau, H. E. Tomkins, Hon. R. Shaw, and Mr. H. Schunbart (directors), Messrs. J. Arnold, J. H. Jensen, E. J. Moses, Captain W. E. Clark, Hon. Gushon Stewart, Messrs. A. H. M. Silva, A. G. Ward, F. A. Wendt, S. Wilson, and J. Gossman (acting secretary).

The Acting Secretary having read the notice calling the meeting,

The Chairman said:—Gentlemen, I propose with your approval to take the report and accounts as read. They are, I think, put before you in such a form as to clearly show the present position of the Company. An improved result has attended the running of our West River steamers, and upon the Hongkong-Canton line our earnings notwithstanding lower rates have grown practically the same figure as the previous half-year, but on the Hongkong-Macao line earnings have fallen off considerably owing to our having to compete with two steamers which are running in opposition at very unremunerative rates. It is not polite that I should make more detailed reference to this matter here, beyond assuring you that it has the close attention of your directors. Increased pay to those in the service, the disbursements of our extra steamer the *Kinsan*, and heavier expenditure on the *Honan* and *Powan* in order to put them into first-class order, all contributed to the reduction in our net revenue as compared with the previous six months. Notwithstanding the reduced profit your directors decided to recommend maintaining the usual dividend of 10 per cent. for the half-year, and I trust you will approve not only of this but also of their recommendations with regard to the disposal of the remaining balance. Although the amount carried forward to the current half-year is not so large as usual, yet it represents over 2 per cent. on capital. It has appeared to your directors advisable to provide further tonnage for the West River trade, and they have joined with the China Navigation and Indo-China Companies in acquiring the steamer *Kiung Hing*—renamed *Tok Hing*—to run between Canton and Wuchow in conjunction with the *Nanning* and *Satsum* until such time as a new steamer contracted for with the Hongkong & Whampoa Dock Company is completed, and the question of again taking up the trade between this Colony and the West River is also under consideration. Turning to the balance-sheet, there does not appear to me any item which I need specially comment upon, but I may state that the Company's investments stand on a perfectly sound basis, at an expense of \$11,800 taken from investment fluctuation account. Before proposing the adoption of the report and accounts I shall be pleased to answer any question relating to them which may suggest themselves to you.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. WENDT seconded and the motion was agreed to.

The Chairman moved the confirmation of the election to the directorate of Messrs. H. Schunbart, E. R. Fuhrmann and H. E. Tomkins.

Mr. MOSES seconded and the motion was agreed to.

The Chairman moved the re-election of Messrs. A. O'D. Gordin and W. H. Potts as auditors.

Mr. MOSES seconded, and the motion was agreed to.

This was all the business.

Dividend warrants will be ready to-day after 10 a.m.

GERMANY AND THE VATICAN.

The German conquest of the Vatican, writes the *Times* Paris correspondent, is the subject of an interesting article in to-day's *Revue* in which M. Jean de Bonisfont, a sound authority on Papal affairs, gives some striking details of the progress of the German conquest of Rome.

The systematic efforts to enhance the Roman Catholicism in Germany, last year the latter numbered 2,241. The majority of the superiors of the religious orders belong to the German-speaking countries and *généralistes* *exclusives*. But most of the Belgian monasteries owe obedience to German houses. In spite of the demands of the Papal Press, the Abbey of Monte Cassin, visited by William II., is German down to the porter.

M. de Bonisfont gives a list of the important and influential prelates held by German prelates in the religious orders and other bodies established in Rome, including even the Italian Mission Society, as well as in the bureaux of the Vatican. The propaganda is the ark and asylum of the German man. "In that Ministry which is entrusted with the distribution of French money among the most remote colonies of the earth German influence is paramount."

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POLICE COURT.

Tuesday, 4th August.

Before Mr. T. SHERBROOKE SMITH
(Police Magistrate).

ALLEGED LARCENY OF MONEY.

The case in which a money-changer in Queen's Road is charged with the larceny of a sum of \$90 in bank-bills said to have been left on the counter of his shop on Saturday last by an absent-minded Indian soldier of the 14th Bombay Infantry, came up under remand. Mr. H. W. Looker, solicitor (Messrs. Dawson & Hastings), appeared for the defendant.

Detective-Sergeant O'Sullivan deposed that he searched the defendant's shop and showed the complainant four ten-dollar and two fifty-dollar bills which he took out of a drawer. Beyond remarking that "they belonged all same like his money," the complainant made no specific identification of the notes, which the witness returned to their drawer. As he was doing so a Parsee gentleman who was passing the shop stopped, and he and the complainant had some conversation. The result of which was that the Parsee told the witness that the complainant had lost a fifty-dollar note on the Hongkong & Shanghai Bank bearing the number 83,024. Witness examined the two fifty-dollar notes he had previously shown the complainant, and found that one bore the number mentioned.

After Mr. Looker had cross-examined, the hearing was further adjourned until to-day at noon in order to permit of the Parsee in question being summoned as a witness.

Before Mr. J. H. KEMP (Acting
Police Magistrate).

FALSE PRETENCES.

Wong Hing, sailmaker, was sentenced to ten months' imprisonment on five charges of obtaining goods from Chinese tradespeople on false pretences—two months on each charge. Originally there were twelve charges against the defendant, but seven were withdrawn.

"SHAMROCK III."

The following is from an American description of Sir T. Lipton's new challenger for the America Cup.

Shamrock III is probably the best boat Sir Thomas ever has sent over for the Cup. That is the unanimous opinion of men who from their experience and knowledge of racing craft are entitled to a hearing. She is a handsome and smartly turned boat. She has the appearance of a racer. Her plating is of nickel steel, which is covered with a white composition that is hard and has a smooth surface. Her deck seems stamped American all over, and could be easily mistaken for the *Columbia*.

The over-all length of the yacht is 137 feet. Her beam, that most disputed point and regarding which so many distorted reports have flashed abroad, is 21 feet 3 inches. Her draft is greater than that of *Shamrock II* and less than *Shamrock I*, being quite 30 feet 9 inches. Yarns have also been told about this feature of the craft, and her real draft may be surprising to some. The new boat, instead of being of light displacement, has a heavy displacement—not far from 150 tons—she has very thick bilges and a distinct floor. The bilges run with an easy sweep into the keel, or fin, with fall garboards, so that the midship section is of the S. form, and there are no distinct straight surface lines of floor at any point. Her dead rise is greater than that of *Shamrock I* or *Shamrock II*. Her greatest immersed transverse section is about twenty-four feet above her mast. The original lines are round, without any semblance of straightness, being observable. The fin, or keel, is very thin at the upper part, but widens at the bottom to about forty inches. It is from seven to eight feet shorter than that of *Shamrock I*. The lead is full and blunt forward. Her after overhang is about twenty-four feet and the forward overhang twenty-three feet. The rake of her sternpost is about the same and also in the same position as that of the *Shamrock I*, the fin being shortened at the forward end. The greatest draft of the boat is at the heel of the stern-post, and then it rises forward in a straight line about one foot in twelve.

The sail plan of the challenger will have about the same area as *Shamrock I*, though it will be differently arranged. The perpendicular of the sail plan will be six or seven feet higher than on *Shamrock I*. Her boom will be about three feet shorter than that of *Shamrock I* and her forward triangle reduced the same number of feet. Her steel mast is twenty inches at the bottom and twenty-eight inches at the hounds. It carries nine feet in two thicknesses of plating nine thirty-seconds of an inch each, and has eight full angle longitudinal stiffeners and rings every ten feet. With her short and high sail plan the new challenger ought to handle well under all conditions. All who have expressed an opinion on the point believe her best point of sailing is on the wind, one of the points in which the *Reliance* excels.

With very correct figures to guide them, it has been estimated by the interested that the new *Shamrock* may reach about 1 min. 45 sec. from the *Reliance* in the race to come. Is it enough to make the *Shamrock* a winner? The answer has been an emphatic negative. "That being the case, then Captain 'Ned' Herreshoff has produced a better boat in the *Reliance* for the object in view than Mr. Fife has in *Shamrock III*. And yet the new boat was viewed by many whose conclusion, it may be assumed, do not wholly coincide with that expressed."

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LATE TELEGRAMS.

[VIA CEYLON.]

OBITUARY.

London, 18th July.

The death is announced of Mr. Whistler, the famous artist.

LORD ROBERTS AND BIRMINGHAM.

London, 18th July.

Lord Roberts had the freedom of the city of Birmingham presented to him to-day. Mr. Chamberlain in a speech highly eulogised his services.

SOUTH AFRICAN LABOUR.

London, 18th July.

The report of the British East African Administration pronounced in the strongest manner against a migration of natives of the Protectorate to Johannesburg. The report apparently settles the question of drawing natives thence to the Transvaal.

ANTI-TRUST LEGISLATION IN AMERICA.

London, 18th July.

President Roosevelt has decided to summon a special session of Congress for the purpose of introducing legislation dealing with present unsatisfactory financial conditions, particularly in connection with Trusts, several of which are notoriously tottering and others bankrupt.

THE FISCAL QUESTION.

London, 18th July.

Sir M. Hicks-Beach asked for facilities for a discussion in the House of the fiscal policy, but Mr. Balfour refused. The Unionist Free-traders are incensed. They also resent the methods of the Chamberlain Committee in Birmingham to enquire the Unionist party throughout the country.

London, 21st July.

The Tariff Reform League, inaugurated in London, met this afternoon. The Duke of Sutherland presiding. There was an overcrowded gathering of Peers and Commoners of both parties. The League intends to issue a propaganda throughout the Kingdom.

A joint conference of Manchester cotton employers and textile workers, representing the whole of the cotton trade, resolved to oppose to the utmost the proposed taxation of food and raw materials.

INDIA AND SOUTH AFRICA.

London, 18th July.

Sir H. Campbell-Bannerman, in the House of Commons, has condemned the attempt to make India contribute to the maintenance of troops in South Africa. The *Daily Chronicle* describes the proposal—which is attributed to Mr. Chamberlain—as shameful. The Liberal party intend to oppose it strongly.

London, 21st July.

Lord Hardwicke, in the Lords, said that the scheme had been submitted to the Government of India, but nothing would be decided until a reply was received. Lord Northbrook declared that India was being unfairly dealt with. Lord Selborne said India has got an isolated problem, and must realise that if it were not for the necessity of defending India the military charges falling on Great Britain would be much lower. His Lordship pointed out that India paid only a small contribution to the Navy. The Duke of Devonshire said the proposals would have the effect of relieving the Indian finances, for, instead of increasing the troops in India, we proposed to place troops in South Africa which would be available for service in India if required.

LATER.

During the debate in the House of Lords yesterday evening, numerous references were made to the possibilities of invasion of the Indian frontier, and hence the necessity for an increase in the power of defence. The Ministerial speeches showed that the actual cost of the new scheme would be £900,000, of which it is proposed to charge India with £500,000. Nothing will be done except after fullest consultation with the Government of India.

SOMALILAND.

Bombay, 20th July.

The *Times* of India Somaliland correspondent says that, in his opinion, none of the Indian troops now in the country are fit to campaign any longer, and should be replaced by fresh troops from India. General Egerton has arrived at Sheikh, where the main body of the expedition is assembled; and he has summoned the leading officers to discuss the state of affairs. It is rumoured that no active operations will be taken for seven or eight months, until a light railway has been laid down. The same correspondent adds that, knowing what he does of the state of the resources in food, water, and transport, and the fighting material ready, he considers that the report is more than likely to be true.

MORE MILITARY EXPENDITURE.

London, 22nd July.

The House of Commons have adopted, by 118 against 68 votes, the resolution of Mr. St. John Brodrick authorising the expenditure of five millions for military works, including the provision of huts in South Africa.

CRICKET.

London, 18th July.

The county cricket matches in the last three days have been drawn, owing to rain.

London, 21st July.

Kent beat Hampshire by an innings and 73 runs.

London, 22nd July.

Surry beat Somersetshire by 24 runs. Yorkshire beat Norths by 164 runs. Essex beat Derbyshire by 232 runs. Worcestershire beat Leicestershire by an innings and 10 runs. The matches between Gloucestershire and Warwickshire, and between Lancashire and Middlesex, were drawn.

"SHAMROCK'S" CHANCES.

London, 18th July.

The trials of the new *Shamrock* have been very successful. Captain Hall, the former skipper of a Cup defender, believes that *Shamrock III* will win.

THE KOLAPORE CUP.

London, 21st July.

In competition for the Kolapore Cup at Bisley, Australia scored 771, England 760, Canada 753, and Natal 740.

BOMBAY'S TRADE WITH CHINA.

The departure from custom made by Sir Ernest Satow, British Minister at Peking, in meeting the Bombay merchants interested in the China trade during his brief stay in this city, is most welcome from every point of view. It is a common complaint that British diplomats are so wrapped up in the subtleties and niceties of their profession, that they take no pains to become closely acquainted with, or to persistently advance the claims of, those enormous commercial interests of their country. And that foreign concession-seekers being more actively supported by their Embassies, snap up most of the good things in those neutral markets where competition grows yearly more intense. There are, of course, two sides to this question. There is something repugnant to the British conception of the dignity of a legation in converting Ministers into glorified "bagmen" on the scale adopted by certain Powers. But in this strictly utilitarian age Great Britain cannot remain indifferent to the methods of her commercial rivals, and without descending to the level of the most pertinacious there is undoubtedly scope for the more earnest employment of the resources of diplomacy for the furtherance of the interests of the Empire's commerce. As the result of his cordial intercourse with those engaged in a trade which, as Mr. Sasson J. David showed, reaches a total of a hundred and fifty-seven millions of rupees a year, Sir Ernest Satow cannot fail to return to his duties with a more vivid appreciation of the magnitude of the interests involved, and a sharpened knowledge of where the principal difficulties lie. Besides that Sir Ernest Satow gave practical evidence of his belief in the admirable principle he laid down, of the "necessity of co-operation between His Majesty's subjects, no matter where their sphere of activity may lie, and servants of the State, no matter in what department they may be serving."

What Sir Ernest Satow said at Peking the British legation will be no abstraction to the merchants of Bombay, and even though most desirable changes may march slowly, there will be the comforting conviction that this arises from no lack of knowledge or want of sympathy with the great trading interests of this city.

The two main points pressed upon Sir Ernest Satow's attention were the provisions of the Commercial Treaty so far as it relates to the abolition of the transit duty, known as *lekin*, and the currency question. Mr. Sasson J. David spoke with restraint when he said that the *lekin* clause of the Treaty had been received here with something more than profound distrust. By that clause Great Britain agreed, in return for the abolition of transit duty, to give to China the right to impose, in addition to the five per cent. duty, a special surtax equivalent to one and a half times that levy, liberty to re-act her export tariff, and to exact a Consumption Tax on articles of Chinese origin and an Excise Duty on all machine-made yarn and cloth manufactured in China. Sir Ernest Satow claimed that the arrangement made by Sir James Mackay was the best possible to free commerce from the fetters imposed on it by this system of internal taxation—if we could reply upon the good faith of the Chinese Government in carrying out their engagements. In adding that saving clause Sir Ernest Satow conceded the whole case of those who are opposed to the suggested modification. No reliance can be placed on the good faith of the Chinese Government, and even if their *lekin* clause were unimpaired, no confidence could be felt in the ability of the central authorities to force this reform upon the provincial Viceroy and to sweep away a system of taxation which has existed for centuries and is an integral part of the Chinese fiscal system. Mr. David argued that the 7½ per cent. surtax would fall heavily upon imports than *lekin* itself; the point is really immaterial, because it is impossible to deny that *lekin* would continue to be exacted in some form or other, and that in addition to the 12½ per cent. import duty, foreign goods would be saddled with transit dues no whit less burdensome than the present *lekin* impost. Failing guarantees for the faithful observance of the Mackay treaty—which cannot be forthcoming—British commerce under it would be far worse circumstanced than at present, and it is a matter for intense satisfaction to find Sir Ernest Satow declaring that it will be some time yet before all the Treaty Powers fall into line to demand the *lekin* question, and the abolition of the treaty is likely to be indefinitely postponed. Sir Ernest Satow spoke with the caution custom imposes upon diplomats. We shall probably be near the truth if we regard the objectionable article in the Treaty as dead, because no other Power is likely to betray the same child-like faith in the word of the court of Peking.

The reasoned force and mastery of the attack betrayed in the *Millennium* criticism of the *lekin* agreement were unfortunately lacking when they turned to the question of exchange with China. The only contribution they could offer to the elucidation of this grievous problem was the bland hope that China would carefully consider her currency policy with a view to mitigating the present difficulties. Presumably this resort to commonplaces was the outcome of the fact that a section of the *Millennium* are going to the idea that the problem may be solved by a reversal of the currency policy of the Government of India. We need scarcely reiterate our belief that those who pursue these tactics are beating the air; that a campaign against the gold standard in India, in present circumstances, is to employ the great Frederick's vigorous phrase, "biting granite." In a pregnant sentence or two Sir Ernest Satow fully endorsed this view. Whilst fully recognising the inconvenience attaching to fluctuations in exchange and expressing a hope that it might not be impossible to find a remedy, he added—"I would, however, not wish it to be supposed that this can be found by renegeing the steps that have been taken in the past with regard to the currency of different portions of the British Empire. Year after year more States have adopted the gold standard, and I believe that it is destined to become universal." When he was pressed as to the prospects of a practicable remedy, Sir Ernest Satow held out scant hopes of an early improvement.

The preliminary negotiations entrusted to the United States Commission of Enquiry must prove a long and wearisome business where so many interests have to be consulted. Assuming an agreement to have been arrived at between the Powers, there remains the most difficult task of persuading the Chinese Government to accept their recommendations. It must not be forgotten that large interests in China are round the present system—or lack of system—and that considerable forces in the country are opposed to any change. The best prospect of reform lies in the pressure exercised on the Chinese Government by their financial obligations; but making every allowance for this it is evident that reform will be exceedingly slow and that a variable exchange is an evil that may have to be faced, certainly for some years.—*Times* of India.

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[38]

RATS AND PLAGUE.

"Theorist" writes as follows to the editor of the *Times* of India:—

I am no opponent of the "no rats, no plague" theory—or indeed of any other fairly plausible reasoning on the subject. My position is that of a humble seeker after some plague truth. But my search is sadly hindered by having constantly to halt and endeavour to find some agreement between what are apparently direct contradictions. Hongkong has been visited by plague, and has adopted no half measure. Rats have been slain by the thousand—and there fell of course many of the plague-infected plague-flea infested rodents which are now believed to do so much harm. In the Annual Health Report for Hongkong, just issued, I read: "Much more active measures were taken to exterminate rats. The number of rat-catchers was considerably increased early in the year and as a result 117,839 rats were destroyed during the year. The number of rats caught during the past three years is as follows:—1900, 46,593; 1901, 77,763; 1902, 117,839. Since March a systematic bacteriological examination has been made of all rats caught. The services of three Japanese doctors, versed in this work, were obtained from the Japanese Government for six months, and since then work has been carried on by Chinese bacteriological assistants, specially trained by the Government Bacteriologist who arrived in the Colony at the end of February. "The result of the examination is interesting; at first in March only 98 per cent. of the rats caught were infected with plague. At the end of May the percentage of plague-infected rats was 5.9; this rose until the third week in July when it reached 7.8 per cent., since then it gradually fell until November when it was 1.7 per cent. Notwithstanding the fact that from September to the end of the year plague in man had practically ceased, plague-infected rats were still found, the percentage varying from 1.7 per cent. to 1.1 per cent. at the end of the year and then infected rats came from practically every health district in the Colony." Now so fierce has been the slaughter that on the "no rat, no plague" theory, Hongkong should be less afflicted than in the days when the plague rat with its plague-flea roamed the island unmolested. Then judge of my astonishment when I read in your correspondent's letter to-day that "Hongkong after enduring the pestilence intermittently for ten years, has just passed through the worst epidemic it has yet known." There is only one theory which my bewildered brain can find to account for this state of things. I am sorrowfully forced to the conclusion that man infects the rat and not the rat man.

P.S.—Of course the position of the plague-infected flea remains unaltered.

THE KISHINEFF OUTRAGES.

It has been stated that the Tsar was greatly shocked when he heard of the Kishineff massacres and wanted to depute some one to make special enquiries. The Minister of the Interior M. de Plehve, however, assured His Majesty that he had already taken measures to that effect. Details relating to this official enquiry have now come to hand and will serve to show what reliance may be placed on this attempt to elicit the truth and punish the culprits. First, it is a matter of notoriety that many of the murderers are at large for they openly boast of the brutalities which they committed. Indeed these men still continue to insult and to threaten the Jews they chance to meet. So little have the authorities been in earnest that one of the investigating judges, M. Davidovitch, actually communicated an article to the *Anti-Semite* *Bessarabysky* in which he prejudged the whole case by attempting to demonstrate that it would be impossible to prosecute anybody. He urged that the massacres must be considered as a natural phenomenon. It was only after the arrival of M. Polak, the Procurator from Odessa, that energetic measures were taken. As the culprits were convinced that in taking part in the riots they had simply been carrying out the desires of the Government, they did not attempt to conceal or deny their participation in the massacre and plundering of the Jews. Therefore M. Polak had no difficulty in laying his hands upon them, and in the course of two or three days he caused more than a thousand people to be arrested. No sooner, however, had M. Polak left Kishineff than the position entirely changed. Some of the local authorities had taken an active part in the riots, and others feared that, if they displayed too much zeal in punishing the culprits, they might give offence to persons holding influential positions at St. Petersburg.

One of the principal magistrates refused to sanction *post-mortem* examinations of the mutilated or violated bodies of the victims. The judge pretended that the cause of death was already known and gave orders to bury the bodies as rapidly as possible. Attempts were made to photograph some of the bodies, but the police interfered. The places where people had been murdered were not examined, and no effort was made to collect evidence. On the contrary, those who survived were ordered to clean their habitations and to efface all trace of violence and murder. A terrible example of this is

related in regard to the house of a Jew named Hatzkolovitch, who had been killed. All the members of his family were so severely wounded that they had to be transported to the hospital. The house therefore remained uninhabited, and there was no one to remove the traces of the murder, and the widow has been condemned to one month's imprisonment for not carrying out the instructions of the police! By such measures all circumstantial evidence is being effaced. There remains only the verbal evidence given by witnesses. In this respect also the investigating magistrates have done all they could to shield the culprits.

The illusory nature of this investigation is best illustrated by the conduct of M. Freiman, the magistrate deputed to deal with cases of rape. He refused to take down such accusations and treated them as mere bagatelles. Then when sent to the hospital to take down the testimony of some of the wounded he completely altered the purport of their evidence. This was so barefaced that it led to a protest which has caused some sensation. Some of the nurses in the Russian hospitals are young ladies who have studied medicine. One of these ladies, Mlle. Nerutchev, who it must be noted is not a Jewess, but a Christian, was present at these enquiries, and was so indignant at M. Freiman's methods that she protested with the greatest energy and with some success.

Several criminals whose evidence compromised the real organisers of the massacres were liberated by the investigating magistrates, though according to the law such prisoners can only be liberated by order of the public prosecutor. Finally these magistrates (*juges d'instruction*) selected a few hundred among the thousands or more who had been arrested and sent them before the *juge de paix*. This again was not in accordance with the law, for the prisoners who have been sent for trial at the Assizes Court. As it is the *juge de paix* acquitted a large number of the accused and condemned the rest to trivial penalties varying from two weeks to a few months' imprisonment. So that the Jews should not lodge complaints against such singular proceedings, the administration has used every means of pressure at its disposal.—*Times* correspondent.



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Hongkong, 1st January 1901

INSURANCES

**THE STATE FIRE INSURANCE
COMPANY, LIMITED, OF
LIVERPOOL**

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.
Hongkong, 3rd August, 1903. [218]

PHENIX FIRE OFFICE
The Undersigned are now prepared
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPEAUX & CO.
Agents for the Phoenix Fire Office
Hongkong, 17th August, 1887. 12

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRE & CLASH Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 29th May 1895

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE & CLASH at Current Rates.

Hongkong, 16th May, 1892

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1901
£16,378,771.

I. AUTHORIZED CAPITAL, £3,000,000	0
SUBSCRIBED CAPITAL,	2,750,000 0
PAID-UP CAPITAL,	887,500 0
II. FINE FUNDS,	2,367,215 14

The Undersigned, having been appointed

AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1863. [1863]

**AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to **ACCEPT RISKS** against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hankow, 21st April 1894.

**GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF BRESDEN.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN

HOTZ, s'JACOB & CO.
Hongkong, 1st September, 1902. [232]

**THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.**

THE undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.
HOIZ, N'JACOB & CO.
Hongkong, 30th July, 1903. [216]

PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security \$25,719
Total Losses Paid \$8,769,240

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to **ACCEPT RISKS** against FIRE
at Current Rates.

WM. MEYERINK & CO.
Hongkong, 18th May, 1903. [14]

**SALAMANDER FIRE INSURANCE
COMPANY.**

THE Undersigned, having been appointed
AGENTS for the above Company, are

prepared to ACCEPT LOSSES against FIRE
at Current Rates. HCTZ & JACOB & CO.
Hongkong, 2nd April, 1900 [?]

NORTHERN ASSURANCE CO

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Domestic Passages, Freight, and all other business connected with the Steam Navigation Company.

Hongkong, 14th January, 1933. [246]

J. TURNER & CO.

TENNIS.

TWO young French Tennis Players desire either to Rent a Tennis Ground or enter if possible a Private Club on the Peak.
Write to—
A. M.

Care of Daily Press Office.
Hongkong, 31st July, 1903. [216]

100

PUBLIC COMPANIES

WILLIAM POWELL, LIMITED.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above-named Company will be held at the COMPANY'S PREMISES, No. 23, Queen's Road Central, THIS DAY (WEDNESDAY), the 5TH AUGUST, 1903, at Noon, to receive the Report and Statement of Accounts for the year ending 30th June, 1903, electing Directors, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st JULY to the 5th AUGUST, both days inclusive.

By Order of the Board of Directors,

R. G. HECKFORD,

Manager.

Hongkong, 5th August, 1903. [2084]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 15th day of AUGUST, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1903.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd July, 1903. [2093]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 1st, to the 15th day of AUGUST (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd July, 1903. [2094]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Building, Connaught Road, on MONDAY, the 24th AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 24th AUGUST, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 30th July, 1903. [2150]

THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made as an establishment for the sale of

GENERAL AND FANCY DRAPERY GOODS

suitable for the climate, and will be fitted with the

NEWEST MODERN FIXTURES AND FITTINGS

as now used in the Great Bon Marchés of Paris and London.

Further particulars will be given later.

Hongkong, 29th July, 1903. [2142]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [1495]

TO LET

GODOWN TO LET.

NO. 155, PRAYA EAST. Spacious Two-storied Godown. Suitable for Yarn or Cans.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th July, 1903. [1893]

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th March, 1903. [915]

FIRST-CLASS BOARD AND RESIDENCE.

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—

Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903. [632]

"TANG YUEN," BOARDING ESTABLISHMENT.

SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation. Apply to—

MANAGERS, Macdonnell Road, or FAIRALL & CO., Queen's Road, Hongkong, 2nd March, 1903. [581]

M. MATTHEW.

PRIVATE BOARD AND RESIDENCE.

14, QUEEN'S ROAD CENTRAL.

(Entrance by Zetland Street).

Opposite Messrs. Kelly & Walsh, Booksellers.

Hongkong, 11th July, 1903. [1987]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

TO LET.

THE GROUND FLOOR, No. 54, CAINE ROAD.

Apply to—X. X., Care of Daily Press Office, Hongkong, 30th July, 1903. [2150]

TO LET.

NO. 1, CAMERON VILLAS (PEAK).

A Six-Roomed Bungalow in first-class condition. Apply to—

LINSTEAD & DAVIS, Hongkong, 24th June, 1903. [1813]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAP.

Available from 1st April. Apply to—

Daily Press Office, Hongkong, 16th February, 1903. [542]

TO LET.

TWO SPACIOUS NEW GODOWNS,

very suitable for Dry Goods. Apply to—

W. LISAUGHT, 153, Wanchai Road, Hongkong, 15th April, 1903. [1153]

TO LET.

NO. 2, "MAGDALEN TERRACE,"

MAGAZINE GAP. Apply to—SPANISH PROCURATION, Hongkong, 1st July, 1903. [73]

TO LET.

FLATS in MORETON TERRACE,

CAUSEWAY BAY, facing the Polo Ground. No. 2, RIFON TERRACE (in FLATS), GODOWN at BOWRINGTON (PRAYA EAST), HOUSES in LEIGHTON HILL ROAD.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th June, 1903. [71]

TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD

CENTRAL, suitable for Office. Apply to—

WING CHEONG, 35, Queen's Road Central, Hongkong, 10th July, 1903. [1981]

TO LET.

NOS. 33, 35, 37, and 39, MORRISON

HILL ROAD. Commodious New Buildings admirably suitable for European families. Rent extremely moderate.

Apply to—LAM CHAI CHUEN, Comptroller Department A. R. MART, No. 2, Pedder's Street, Hongkong, 4th August, 1903. [2260]

TO LET.

ONE FIRST-CLASS SPACIOUS

GODOWN at West Point. Apply to—

"GODOWN," Care of Daily Press Office, Hongkong, 16th June, 1903. [1719]

TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES OF

Floor of the Hongkong Club, suitable for Offices. Apply to the undersigned.

C. H. GRACE, Secretary, Hongkong Club, Hongkong, 18th June, 1903. [1757]

TO LET.

GROUND and 2nd FLOORS of No. 3,

OLD BAILEY, No. 10, SEYMOUR TERRACE, No. 24, CAINE ROAD.

And others to suit various requirements. S. A. SETH, Land and Estate Broker, Hongkong, 29th July, 1903. [1396]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95

and 96, PRAYA EAST. Apply to—

H. N. MODY, Victoria Buildings, Hongkong, 2nd December, 1902. [82]

TO LET.

NO. 1, BARROW TERRACE, Kowloon.

Apply to—SAM WANG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 25th July, 1903. [2113]

TO LET.

ONE ROOM, suitable for an Office, opposite

the Banks. Apply to—

H. C., Care of Daily Press Office, Hongkong, 28th July, 1903. [2025]

TO LET.

ONE GODOWN, No. 2, MATHESON

STREET, Wanchai. No. 5, STEWART TERRACE, PEAK. Furnished, from 5th June to 31st August, 1903.

For terms and particulars, apply to—LINSTEAD & DAVIS, Hongkong, 3rd July, 1903. [1046]

TO LET.

18, ROBINSON ROAD.

Apply to—AHMET RUMJAHN, 62, Queen's Road, Hongkong, 1st July, 1903. [1896]

TO LET.

"STONYHURST" MAGAZINE GAP.

This Bungalow to let from 1st August. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1903. [2164]

TO LET—FOR ONE YEAR.

IN Kowloon. An Airy, FOUR-ROOMED

HOUSE, COMPLETELY FURNISHED, from about October. Apply to—

W., Care of Daily Press Office, Hongkong, 4th August, 1903. [2197]

[ALL RIGHTS RESERVED.]

V. C.

A CHRONICLE OF CASTLE BARFIELD AND THE CRIMEA.

BY DAVID CHRISTIE MURRAY (Author of "Joseph's Coat," "Rainbow Gold," "Aunt Rachel," "Despair's Last Journey," &c.)

CHAPTER VII.

(Continued.)

A voice awoke Polson from his reverie—a voice of authority which asked with a most unnecessary emphasis what the blank, blank he meant by skulking there, when he knew conventionally well that he had been conventionally well ordered to the Quartermaster's stores to get his conventional kit. The recruit was not accustomed to hear himself addressed in this manner, and his earliest impulse was to hit the pug nose of the person who accosted him, but he remembered himself in time, and betinking him of the wise man's saying, that a soft answer turneth away wrath, he asked mockingly where he should go. Then the sergeant, who was so strictly trenched and jacketed that he pranced in his going, ordered him to follow his nose, adding that if he conventionally well supposed that because a conventional general is a carriage curve to see him off, he was entitled to shirk his conventional duties, he was conventionally well in error.

"I say, sergeant," said Polson, turning to face his conductor, "that's a filthy bad habit if you want to be respected drop it."

The sergeant went as scarlet as his stable jacket, and said that any conventional recruit had conventionally well got to respect him any conventional law.

"My dear sir, no," said Polson. "It's quite impossible to respect a man who talks like a foul-mouthed parrot."

The sergeant walked like a man astounded and said no more, and Polson likewise held his peace. They were both quietly businesslike whilst Polson got his kit served out to him, and by the time this work was over, the dinner hour had arrived. He was told off to a mess in a long barrack-room, in which his brother recruits were quartered, under the charge of an old soldier. Some of these new comrades were fresh from the plough, and some were the rowdy refuse of the town; one wore a miner's flannel and another was a weedy youth from a shop-counter, who had a higher opinion of himself than others were likely to form.

The speech of every man jock of them was like the exhalation of a cess-pool, and the newest of Her Majesty's hired servants sat in a grim wrath and loathing, seeing that he had chosen these for his life companions. The meal was plentiful, and not bad of its kind, but it was dirtily soiled, and asked for long custom or an appetite of more than average keenness. Our recruit had neither the one nor the other, but he remembered his promise to Irene. He had undertaken to meet his fate cheerfully, and the fare was part of his fate. He would have no repining.

Some, and he would probably learn to be eager for worse, the war was over. So he, as it were, squared his shoulders at his trencher, and was just ready to fall to, when one of the plough tail gentry sitting just opposite let fall a speech which would have turned the stomach of a decent hog, if he had happened to understand it. Polson's heart maddened within him, and he smote his fist upon the uncluttered table so that the plates of chipped enamel iron danced from end to end of it.

"You filthy clod-pole!" he said, rising from his place and thrusting a prognathous jaw and blazing eye half way across the table. "Speak like that again in my hearing, and I'll give you such a hiding as you never had since you were born."

"And serve him right, begorra," said the man at the head of the table. "It's sick I am of all the dirty stuff I've to listen to. An' dese boys is 'listed for de war, and dere's not wan of 'em knows he mayn't be stiff on de field in tree or four months' time. An' be way of makin' ready for a soldier's end an' a sudden meetin' wid his God, dey're chewin' blasphemous conversation from revell'd to lights out, so dey are."

"Thank you," said Polson, and so sat down and tried to go on with his dinner.

The meal was finished in silence. The scene had its effect, and it had all the more surely for two or three things which happened later on. Example. The whole rough squad was turned into the riding school that afternoon dressed as they might happen to be. The accustomed old drill horses, saddled and bridled, were ranged on the tan at the wall, with stirrups crossed over the shoulders, and when the word 'Mount' was given, Polson was the only one of the newly recruited crowd who did not make a painful climb in trying to obey the order. He was in the saddle in a flash, and sat there like a conqueror.

"We're got one man amongst us, sooniey," and the old rough-riding sergeant. Y'he seen a horse before to-day, my lad."

"One or two," said Polson.

"Come out," said the red-nosed drill. "Let's see what you're good for. Put her at that."

"That" was a four-cornered revolving pole mounted on swivelled trestles, and about three feet high. It was a leap for a child and Polson went over it, turned and came nimbly back again. The instructor approached him and took him by the foot and ankle.

"That's the shape for the cavalry leg," he said. "Keep that and don't lose it. Now put her at it again."

As the recruit turned to obey the order, the sergeant mischievously slashed the mare across the quarters, and the venerable she-trooper shipped, but this was hardly a thing to score the best cross-countryman of his shire, and Polson nipped over the bar and back again. At

at moment entered Captain Volney, to whom

to drill saluting, said: "It's no use wasting this man's time here, sir. Closest orders are to get 'em through as fast as possible. He'd be better engaged at foot drill."

"Very good," said Volney. "You can dismount, my man. Come with me."

On the far side of the square a squad was at work at the sword exercise, and the instructor's eyes were bawling: "Thrust, return, thrust—turn. Carry—so! Slope—so! Shan! Stand about!"

"Well," said Volney. "How do you like it?" "I shall like it well enough, I dare say. I haven't shaken into the saddle yet."

"I'm going to hand you over to this lot," said Volney, indicating the squad with a motion of the hand. "Do you know anything about it?"

"A bit," the recruit answered. "You see, it's the dream of my life to join, and I've been taking lessons."

"Good old enthusiast!" said Volney. "I saw you mounting old Stacey. He's a grand old sort. Nicer soldier in the army. Regiment adores him. And he has an eye for a man who does his duty. A man's as good as a wink to a blind horse, old Pol, eh?"

"I'll try," said Polson. "You'll try right enough. You're a good old pole. I've got to be professional, you understand. No end of a devil of a lot of unpleasantness these chaps suspected favoritism."

"Oh," said Polson. "I'm at work. No playing on either."

"That's the style. There are some of our fellows saying there'll be no fighting. That's rubbish. There's glory in front of some of us, Pol."

Ty went on in silence until they reached the yard.

"Hoo!" roared the sergeant, and the men clinked their heels together and straightened their backs and tucked their chins in and assumed that ramrod posture which the authorised drillbook of the day described as "the free and unconstrained attitude of a soldier."

"Sergeant," said Volney. "This man has just joined, but Sergeant Gill finds that he can ride and is dismissed him from the riding school. He is the man that has been taking lessons in sabre-practice. Just put him through his paces will you?"

So the sergeant set his squad to stand at ease again, and Polson, being provided with a belt and sabre, was stuck up in front of it, feeling hardly like a trick upon a show.

"Dress—Slope—so! Prep—air! Prove distance and so on."

"Parry practice. One. Cut—thrust—parry—so. Cut—thrust—parry. Shan! Now from the word of command, right through. Sword exercise. Prep—air! Prove distance—go! Shan! Parry practice! Prep—air! Go! Shan! That's all right, sir. Ever been in the series before, young feller?"

"No," said Polson. "I always meant to join, but I thought I'd get ready as far as I could."

"You've been through the mill before, you have. You're a deserter, you know, that's what you are."

Polson laughed. He had thought never to laugh again, but the association between his own name and the word "deserter" was too much for him. "I'm your pardon, Captain Volney," he said, saluting in officer's fashion—the only way he had been taught; "but perhaps you will speak for me."

"Deserter?" said Volney. "Rubbish! Know the man for years. Always keen on the series, and a ready for it. Jervase."

"Yes, sir."

"You're a pretty good shot, I gather?"

"Thank you, sir."

"Any instruction in musketry?"

"Not fair, sir."

"At him through his facings, sergeant, in the riding school at four o'clock this afternoon. I'll be there. You hear, Jervase?"

"Yes, sir."

At this juncture the sergeant surprised a wit from Volney, which that young gentleman supposed to have been unused, and he fell a-blinking. The result of his cogitation was said and conclusive. The young man who knew the minutiae of his trade of soldier, and had an officer's trick of salute, and was on talking terms with the wealthiest man in the regiment, was a person to be made up to, and to be made up to in the least transparent way.

"We're awfully short-handed, sir," said the sergeant, touching his forehead as a drill, sir, if you'll permit me to suggest such a thing. I could get on twice as fast, sir, if I had half the squad to deal with."

"Very well," said Volney. "I'll see the adjutant about that."

And the raw recruit was drilling his barrack-room comrades before he or they had dined on a uniform, and his ringing "Carry—so!" or "Ground—oh!", emanated through the square as imperiously as any in those first busy days.

"You're a conventional wonder, you are," said the drill instructor at the close of the second day. "You've got the powers that be beyond you, and you'll be one of us in a month or two. Promotion's quick when the word comes for blood and mud and mud and oil."

(To be continued.)

HEAD BACK LEGS

ACHE

Ache all over. Throat sore; Eyes and Nose running, slight cough with chills; this is La Grippe.

Painkiller

taken in hot water, sweetened, before going to bed, will break it up if taken in time.

There is only one Painkiller, "PERRY DAVIS."

"DARTING" "LANOLINE"

Natural Toilet Preparations.



The "Darting" brand appears upon bottles of original "Lanoline" Preparations.

"DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun. "DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale: 67, Holborn Viaduct, E.C.

1855

W. M. POWELL, LD.

GENERAL DRAPERS AND HIGH-CLASS DRESSMAKERS.

Ladies' and Gent's Fine Quality PANAMAS. A Fine Assortment of FLOWERS, MUSLINS, RIBBONS, LACES, &c.

New CHATELAIN BAGS and FANCY GOODS.

The latest in MERCERISED MUSLINS, ARMEUR SILKS, ALPACAS, GRENADINES and Fine BLACK DRESS GOODS.

GENTLEMEN'S DEPARTMENT.

LIGHT SUMMER SHIRTS, HATS, HALF HOSE, BOOTS, &c., &c.

ASK TO SEE THE NEW MOUNTAIN PICNIC TENT, CAN BE CARRIED AND FIXED BY ANYONE.

JUST RECEIVED.

A shipment of

SHIPPING.

ARRIVALS.
Aug. 3, NANKIN, British str., 2,537, E. B. C. Roberts, Bombay 17th July and Singapore 28th, General—P. & O. S. N. Co.
Aug. 3, RINALDO, British str., 980, D. St. A. Wako, from Singapore.
Aug. 4, BOMBAI MARU, Jap. str., 3,398, T. Murali, Bombay 18th July, General—NIPPON YUSEN KAISHA.
Aug. 4, COMET, British str., 2,890, W. J. Davis, New York 2nd April, Korosoro Oil—STANDARD OIL Co.
Aug. 4, HAICHING, British str., 1,267, W. E. Passmore, Foochow, Amoy and Swatow 3rd Aug., General—DOUGLAS STEAMSHIP CO.
Aug. 4, HOLSTEIN, German str., 639, Lorenzen, Saigon 30th July, General—JENSEN & CO.
Aug. 4, KLAUSCHOU, German str., 6,720, F. Behrens, Hamburg 25th June and Singapore 31st July, Mail and General—MELCHERS & CO.
Aug. 4, QUANTA, German str., from Canton.
Aug. 4, SINGAN, British str., from Canton.

CLEANANCES

At the Harbour Master's Office.
4th August.
Ariake Maru, Japanese str., for Kutchinotai.
Borneo, German str., for Kadat.
Datt, Norwegian str., for Bangkok.
Elec, German str., for Saigon.
Haidong, British str., for Swatow.
Haigwang, British str., for Canton.
Kiangsue, Chinese str., for Canton.
Kwangsin, British str., for Singapore.
Kwangsin, German str., for Hongkong.
Kwangsin, British str., for Swatow.
Kwangsin, British str., for Singapore.
Kwangsin, British str., for Swatow.

DEPARTURES.

4th August.
Borneo, German str., for Sandakan.
Datt, Norwegian str., for Bangkok.
Elec, German str., for Saigon.
Haidong, British str., for Swatow.
Haigwang, British str., for Canton.
Kiangsue, Chinese str., for Canton.
Kwangsin, British str., for Singapore.
Kwangsin, German str., for Hongkong.
Kwangsin, British str., for Swatow.
Kwangsin, British str., for Singapore.
Kwangsin, British str., for Swatow.

VESSELS IN DOCK.

4th August.
Ariake Maru, Japanese str., for Kutchinotai.
Borneo, German str., for Sandakan.
Datt, Norwegian str., for Bangkok.
Elec, German str., for Saigon.
Haidong, British str., for Swatow.
Haigwang, British str., for Canton.
Kiangsue, Chinese str., for Canton.
Kwangsin, British str., for Singapore.
Kwangsin, German str., for Hongkong.
Kwangsin, British str., for Swatow.
Kwangsin, British str., for Singapore.
Kwangsin, British str., for Swatow.

VESSELS PASSED ANKER.

July 15, Dutch str., Oongara, from the Patta.
July 15, from Batavia for Rotterdam.
July 17, German str., Chomard, Jorgensen, from Batavia for Hamburg.
July 19, German ship, Peter Rickman, August 1st, from Batavia for Nagasaki.
July 19, Dutch str., Smith, Sharp, from Rotterdam for Batavia.
July 20, British str., Connet, Davis, from New York for Hongkong.
July 20, British str., Pyrrhos, Robinson, from Amsterdam for Batavia.
July 20, British str., Utho, England, from Singapore.
July 21, German str., Offenbach, Schmidt, from Hamburg, to Australia, for Batavia.
July 21, French ship, Marchand de Castries, Buje, Mar. 31, from Philadelphia for Nagasaki.
July 21, Amr. str., Adolph Obria, Amersbury, Mar. 22, from New York for Manila.
July 22, Dutch str., Prins Hendrik, Turfhor, from Batavia for Amsterdam.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"KLAUSCHOU,"
OF THE HAMBURG-AMERIKA LINE.
Captain Behrens, will leave for the above place TO-DAY, the 5th inst., at 10 A.M.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 5th August, 1903. [5]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship
"HATCHING,"
Captain Passmore, will be dispatched for the above ports TO-MORROW, the 6th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 4th August, 1903. [2193]

REGULAR STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
1903.
"SAINT BEDE" ... 8th Aug.
"MOGUL" ... 25th Aug.
"BRAEMAR" ... 5th Sep.
"SATSUMA" ... 19th Sep.
"SHIMODA" ... 30th Sep.
For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 27th July, 1903. [1125]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, YEMEN and ADRIATIC PORTS.)
The Company's Steamship
"MARQUIS BACQUEHEM,"
Captain Raschewski, will be dispatched as above on THURSDAY, the 20th August, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 28th July, 1903. [3]

THE Underwritten GENERAL AGENTS
in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INNOCHIA STEAM NAVIGATION Co.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan
Hongkong, 4th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	BEKEDJ...	Brit. str.	D. Clark	GIBB, LIVINGSTON & Co.	About 6th inst.
LONDON & ANTWERP, VIA SINGAPORE, & LIVERPOOL	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 7th inst.
LONDON VIA SUEZ CANAL	MONTSHIRE	Brit. str.	G. C. Cundy	SHAW, TOMES & Co.	About 24th inst.
LIVERPOOL	DIONED	Brit. str.	Thompson	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON & C. V. S. POSE, & MARSEILLES, LONDON & ANTWERP	PINGBURY	Brit. str.	W. Townsend	NIPPON YUSEN KAISHA	22nd September.
MARSEILLES, LONDON & C. V. S. POSE, & MARSEILLES, LONDON & ANTWERP	SANUKI MARU	Jap. str.	S. W. Jackson	MESSAGERIES MARITIMES	5th inst., Daylight.
MARSEILLES, LONDON & C. V. S. POSE, & MARSEILLES, LONDON & ANTWERP	YARRA	Brit. str.	M. F. Jackson	BUTTERFIELD & SWIRE	11th inst., at 1 P.M.
MARSEILLES, LONDON & C. V. S. POSE, & MARSEILLES, LONDON & ANTWERP	HAIRATA MARU	Jap. str.	F. L. Summer	NIPPON YUSEN KAISHA	18th inst., Daylight.
MARSEILLES, LONDON & C. V. S. POSE, & MARSEILLES, LONDON & ANTWERP	GLAUCUS	Brit. str.	A. D. Baker	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & C. V. S. POSE, & MARSEILLES, LONDON & ANTWERP	GLAUCUS	Brit. str.	R. Heintze	BUTTERFIELD & SWIRE	15th September.
BREMEN, VIA PORTS OF CALL	P. HEINRICH	Ger. str.	R. Heintze	MELCHERS & CO.	To-morrow, Noon.
HAVRE & HAMBURG	ROSETHA MARU	Jap. str.	H. S. Smith	HAMBURG-AMERIKA LINE	12th inst.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINE	29th inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINE	12th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINE	23rd September.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Pillor	HAMBURG-AMERIKA LINE	7th October.
TRIESTE, & C. VIA SINGAPORE, & C. NEW YORK, VIA SUEZ CANAL	EDUARD PARY	Rus. str.	Levonius	BRADLEY & CO.	About 15th inst.
NEW YORK, VIA SUEZ CANAL	M. BACQUEHEM	Aus. str.	Raschewski	SANDER, WIELER & CO.	20th inst., P.M.
NEW YORK, VIA SUEZ CANAL	BARON DRIESEN	Am. str.	Laurent	DODWELL & CO. LD.	About 20th inst.
VANCOUVER, VIA SHANGHAI, & C. VANCOUVER, VIA SHANGHAI, & C.	ARABIA	Brit. str.	R. Archibald	HAMBURG-AMERIKA LINE	About middle inst.
VICTORIA (B.C.) & SEATTLE VIA N. HAI, & VICTORIA (B.C.) & TACOMA VIA JAPAN	E. OF CHINA	Brit. str.	H. Robinson	CANADIAN PACIFIC R. CO.	To-day, at Noon.
PORTLAND, OREGON	ATHEMIA	Brit. str.	C. H. Butler	BUTTERFIELD & SWIRE	12th inst.
AUSTRALIAN PORTS	INO MARU	Jap. str.	Purinton	NIPPON YUSEN KAISHA	11th inst., at 4 P.M.
AUSTRALIAN PORTS	PLEIADES	Brit. str.	Hollingsworth	DODWELL & CO. LIMITED	15th inst.
AUSTRALIAN PORTS	INDRAPEKA	Brit. str.	Lindbergh	PORTLAND & ASIATIC CO.	14th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TSINAN	Brit. str.	W. S. Haubert	BUTTERFIELD & SWIRE	10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & Co.	13th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SEMAHA MARU	Jap. str.	P. T. Helms	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BOMBAI MARU	Jap. str.	T. Murali	NIPPON YUSEN KAISHA	To-morrow, D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	INDUMI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	18th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	NANKIN	Jap. str.	E. E. C. Robert	P. & O. S. N. Co.	About 5th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	INABA MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	11th inst., D'light.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KUMANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	12th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PRONTO	Ger. str.	Grandt	HAMBURG-AMERIKA LINE	9th inst., Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	WUHU	Ger. str.	Behrens	BUTTERFIELD & SWIRE	7th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KLAUSCHOU	Ger. str.	Behrens	MELCHERS & CO.	To-day, at 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MACAOTENI	Frean. str.	Macarotenti	MESSAGERIES MARITIMES	About 10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	NANCHANG	Jap. str.	T. Ogata	BUTTERFIELD & SWIRE	14th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	DAIKIN MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	9th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MADEIRA MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	9th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ANING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	18th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HAICHING	Brit. str.	Passmore	DOUGLAS LARPAIK & CO.	To-morrow, 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HUNAN	Brit. str.	W. Francis	BUTTERFIELD & SWIRE	24th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HUNAN	Brit. str.	W. Francis	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ROSETHA MARU	Jap. str.	H. S. Smith	TOYO KISEN KAISHA	To-morrow, 11 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & Co.	8th Aug., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TSINAN	Brit. str.	Lindbergh	BUTTERFIELD & SWIRE	10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SUNGKIANG	Brit. str.	Outerbridge	BUTTERFIELD & SWIRE	13th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	R. W. Almond	SHAW, TOMES & Co.	11th inst., 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KAGOSHIMA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	15th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CAPRI	Ital. str.	Belsito	CARLOWITZ & Co.	12th inst., 12 o'clock.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).
THE Steamship
"PRONTO,"
Captain Grandt, will be dispatched for the above ports on SUNDAY, the 9th inst., at DAYLIGHT.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 4th August, 1903. [2194]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARESE, MEDERRANEAN AND BLACK SEA PORTS.
ON TUESDAY, the 11th August, 1903, at 1 P.M., the Company's Steamship "PRONTO," will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 10th August. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 29th July, 1903. [12]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
"BARON DRIESEN," Captain Laurent, will be dispatched on or about THURSDAY, the 20th AUGUST, to be followed by the "NORDKYN" later.
For Freight, & C., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 24th July, 1903. [2136]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE MONEY.
SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SUGAR CARRIED.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1903. [1964]

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INNOCHIA STEAM NAVIGATION Co.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan
Hongkong, 4th August, 1897. [8]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN HINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamship—5,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
1903.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN" 3,552 Tons. WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 20th Aug.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 27th Aug.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 30th Aug.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 6th Sept.
R.M.S. "ATHENIAN" 3,552 Tons. WEDNESDAY, 13th Sept.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 20th Sept.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 27th Sept.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 30th Sept.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 7th Oct.
R.M.S. "ATHENIAN" 3,552 Tons. WEDNESDAY, 14th Oct.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 21st Oct.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 28th Oct.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 31st Oct.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 7th Nov.
R.M.S. "ATHENIAN" 3,552 Tons. WEDNESDAY, 14th Nov.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 21st Nov.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 28th Nov.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 1st Dec.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 8th Dec.
R.M.S. "ATHENIAN" 3,552 Tons. WEDNESDAY, 15th Dec.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 22nd Dec.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 29th Dec.
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 5th Jan.

THE "TWIN-SCREW" "EMPERESS" STEAMSHIPS OF THIS LINE PASS THROUGH THE INLAND SEA OF JAPAN, AND USUALLY MAKE THE VOYAGE YOKOHAMA THREE DAYS TO A WEEK IN THE "TARTAR" AND "ATHENIAN" 14 DAYS, SAVING WHICH LEAVE DAILY AND CROSS THE CONTINENT FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 97 HOURS. THE CONNECTION IS MADE AT MONTREAL, QUEBEC, HALIFAX, NEW YORK AND BOSTON WITH ALL TRANS-ATLANTIC LINES, WHICH PASSENGERS TO GREAT BRITAIN AND THE CONTINENT ARE GIVEN CHOICE OF.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 9, and 12 months.

SPECIAL RATES. First class only granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guides, Boks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

6.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
KOBE NANKIN About 5th August Freight only.
YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE SUMATRA About 7th August Freight and Passage.
(Passing through the Inland Sea) W. Hayward, P.R.R.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND JAPAN About 7th August Freight and Passage.
E. P. Martin, P.R.R.
For further Particulars, apply to
L. A. HEWETT,
Superintendent.
Hongkong, 1st August, 1903. [1]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA TO PORTLAND, OREGON
OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"INDRAPEKA" 4,599 A. E. Hollingsworth August 14, 1903
"INDRAMIA" 5,187 W. E. Craven September 13, 1903
"INDRAVELLI" 4,599 H. P. Craven October 14, 1903
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 21st July, 1903. [14]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BOMBAI MARU	MOJI, KOBE and YOKOHAMA	THURSDAY, 6th Aug., at DAYLIGHT.
SANUKI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 8th Aug., at DAYLIGHT.
INABA MARU	KOBE and YOKOHAMA	TUESDAY, 11th Aug., at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 11th Aug., at Noon.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 11th Aug., at 4 P.M.
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 12th Aug., at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 15th Aug., at 4 P.M.
INDUMI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th Aug., at Noon.
MAKATA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Aug., at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, & C., apply at the Company's Local Branch Office in Prince's Building First Floor, Charter Road.
Apply to—
T. S. TAKAYANAGI, Acting Manager. [9]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS.	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 9th August.
TAMSAI, VIA SWATOW AND AMOY	"DAIGI MARU"	WEDNESDAY, 12th August.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	SUNDAY, 16th August.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	SUNDAY, 9th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Amoy to load all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 5th August, 1903. T. ARIMA, Manager. [15]

HAMBURG-AMERIKA LINE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
BADENIA (HAMBURG and HAMBURG) On 12th Aug. Freight.
SITHONIA (Calling at Singapore and Penang) On 29th Aug. Freight.
SITHONIA (Calling at Singapore and Penang) On 29th Aug. Freight.
ANDALUSIA (Calling at Singapore and Penang) On 12th Sept. Freight & Passengers.
ABESSINIA (Calling at Singapore and Penang) On 23rd Sept. Freight.
ARABIA (Calling at Singapore and Penang) On 7th Oct. Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

18.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeons carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.
ZAFIRO 2540 E. Rodger Manila Direct Sat., 8th Aug., 10 A.M.
RUBI 2540 F. W. Almond Manila Direct Sat., 15th Aug., 10 A.M.
PERLA 1890 J. McGinty

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 3rd August,

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL...	"TEUCER"	On 10th August.
GLASGOW and LIVERPOOL...	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 28th August.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 4th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.

The s.s. "AJAX" left Victoria (B.C.) on the 16th inst. for Japan and Hongkong.

For Freight, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 5th August, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, NINGPO and SHANGHAI	"HUNAN"	On 6th August.
MANILA, NINGPO and SHANGHAI	"WUHU"	On 7th August.
MANILA, NINGPO and SHANGHAI	"TSINAN"	On 10th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"NANCHANG"	On 12th August.
CHEFOO and TIENTSIN	"SUNGKIANG"	On 13th August.
MANILA, NINGPO and SHANGHAI	"HUNAN"	On 20th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A daily qualified Surgeon on board.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 3rd August, 1903. [11]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled 3rd. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3876	Thursday, 6th August, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3869	Tuesday, 11th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

Hongkong, 24th July, 1903. **K. NAKASHIMA, Manager.** [478]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LOGGERS.

N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ HEINRICH	THURSDAY 6th August
SACHSEN	THURSDAY 6th August
* KLAUSCHOU	THURSDAY 3rd September
BAYERN	THURSDAY 17th September
ZETLEN	WEDNESDAY 30th September
SEIDLITZ	WEDNESDAY 14th October
ROON	WEDNESDAY 28th October
FRUSSEN	WEDNESDAY 11th November
* HAMBURG	WEDNESDAY 25th November
PRINZ HEINRICH	WEDNESDAY 9th December
KONIG ALBERT	WEDNESDAY 23rd December

STEAMERS	SAILING DATES
* KLAUSCHOU	WEDNESDAY 6th January
SACHSEN	WEDNESDAY 20th January
BAYERN	WEDNESDAY 3rd February
SEIDLITZ	WEDNESDAY 17th February
ROON	WEDNESDAY 3rd March

* Steamers of the Hamburg-Amerika Line.

ON THURSDAY, the 6th day of August, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 4th August, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 5th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to **MELCHERS & CO., AGENTS.**

Hongkong, 23rd July, 1903. [5]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PRESTAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI," Captain Balsito, will be despatched as above on WEDNESDAY, the 12th August, at 12 o'clock. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to **CARLOWITZ & CO., Agents.**

Hongkong, 31st July, 1903. [4]

THE Russian Steamer

"EDUARD BARY," Captain Javonius, will be despatched on or about SATURDAY, the 15th August.

For Freight, apply to **BRADLEY & CO., Agents.**

Hongkong, 31st July, 1903. [2163]

SHIRE LINE STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to **SHEWAN TOMES & CO., Agents.**

Hongkong, 31st July, 1903. [2168]

NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE Nippon Yusen Kaisha are prepared during the months of July and August to issue **FIRST CLASS RETURN TICKETS FROM HONGKONG TO YOKOHAMA AND BACK** for the round fare of Yen 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over privileges allowed at any way port and between Moji and Kobe passengers have the option of travelling by the Sanyo Railway.

For information as to Sailings, Steamers, &c., apply at the Company's Local Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 28th July, 1903. [2137]

FOR CANTON.

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO., No. 128, Connaught Road Central.

Hongkong, 30th June, 1903. [1751]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 2 P.M. and (Sundays) about 8 P.M.

FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5. 2nd Class \$1.50. Return Ticket \$2.50. 3rd Class \$1. Steerage 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5.

Wharf—Opposite Central Market.

The Steamer runs an Excursion Trip Every Sunday in Summer.

SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 25th July, 1903. [2112]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 LORE, and NEWCASTLE SHILLED BOLT in all Sizes, Nos. 10 to 55. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., Hongkong, 28th November, 1902. [11]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C. and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 89 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide ... 261 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length ... 371 feet.
Length on Blocks ... 350 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 32 "
PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY'S SALVAGE STEAMER, "TOSHI GROSS," Fitted with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

1677

NOTICES TO CONSIGNEES

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," FROM TACOMA, VICTORIA, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 28th July, 1903. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"VALETTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. Victoria.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are received to the contrary before 1 P.M. To-day, the 31st inst.

Goods not cleared by the 6th August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st July, 1903. [1]

OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th instant.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 5th prox.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1903. [10-12]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE

THE Steamship

"GREGORY APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents.

Hongkong, 3rd August, 1903. [2196]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLUCH," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 8th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th August, 1903. [2185]

SIENTING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

QUAN WAH & CO.,

GRANITE MERCHANT CONTRACTORS.

MARBLE AND GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1902. [2047]

THE EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.

SEPARATE WORKING ARRANGEMENTS.

THE PUBLIC is hereby notified that the JOINT SERVICE of the Eastern Extension and Great Northern Telegraph Companies will be DISCONTINUED from the 1st AUGUST, from which date each Company will have its own separate Counter where Telegrams will be accepted for transmission by either Company's lines.

For THE GREAT NORTHERN TEL. CO., O. NIELSEN, Superintendent.

For THE EASTERN EXTENSION TEL. CO., J. M. BECK, Superintendent.

Hongkong, 20th July, 1903. [2119]

M. E. CHADWICK KEW

DENTAL SURGEON.

No. 89, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 16th June, 1903. [1721]

THE BEST

THE OLDEST

THE CHEAPEST

BELT IN THE WORLD

IS

GANDY'S

"THE GANDY BELT,"

ENGLAND.

SOLE AGENTS: LUTGENS, EINHORN & CO.,

119-11, HONGKONG.

KEATING'S

POWDER

IS HARMLESS TO ANIMAL LIFE.

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RUSSO-CHINESE BANK.

IT IS HEREBY NOTIFIED that Bills received at this Office later than one hour before the advertised time of closing of Mails cannot be accepted for the outgoing mail of the date.

J. W. R. TAYLOR,
P. A. SCHULMBERGER,
Co-Managers in Hongkong.
Hongkong, 1st August, 1903. [2187]

CHEONG SHING.

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND

CHINESE CURIOS.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL

(Opposite Messrs. C. J. GAUPP & Co.)

Hongkong, 16th May, 1903.

VEWS OF HONGKONG

ILLUSTRATED POST CARDS

Coloured, Write-Away Cards, &c., For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORRIDOR.

Also Used and Unused Foreign and Colonial POSTAGE STAMPS

in Sets, Packets or Single. King Edward VII. Albums, Catalogues, Hinges, &c., &c., &c.

Inspection invited.

Hongkong, 1st June, 1903. [2011]

CARMICHAEL & OLARKE,

CONSULTING ENGINEERS

AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition

A I Code.

Lieber's Standard Code.

TELEPHONE, 232.

